WHAT IS CLAIMED IS:

1. An on-vehicle AC generator comprising:

a shaft rotatably supported in a case;

a rotor fixed to said shaft; and

a stator including a cylindrical stator iron core in which a plurality of slots extending in axial direction of said shaft are formed so as to be aligned circumferentially, and which is fitted to and supported in said case so as to contain said rotor therein, and a stator winding consisting of multiphase AC windings which are wound about said slots of said stator iron core;

wherein said stator winding of said stator includes coil end portions extending from two end faces in axial direction of said stator iron core, and

an insulating resin having adhesive properties is applied to an entire surface of said coil end portion, as well as a corner portion formed by intersection of an outer circumferential surface of a bottom of said coil end portions and an end face in axial direction of said stator iron core is also filled with said insulating resin having adhesive properties.

2. The on-vehicle AC generator according to claim 1, wherein the slots, which are formed in the stator iron core of said stator, are filled leaving no space with the insulating resin having adhesive properties.

3. The on-vehicle AC generator according to claim 1, wherein the insulating resin having adhesive properties is continued from one end to the other end of said stator iron

core within at least one slot.

4. The on-vehicle AC generator according to claim 1, wherein an coil end portion on a front side and a coil end portion on a rear side, which extend from both end faces in axial direction of said stator iron core, are continued with the insulting resin having adhesive properties via the slot.

5. The on-vehicle AC generator according to claim 1, wherein the insulating resin having adhesive properties is continued from one end to the other end in axial direction within at least n ($n \geqq 3$) points of slots in said stator iron core.

6. The on-vehicle AC generator according to claim 5, wherein said n points of slots are located uniformly all round the cylindrical stator iron core.

7. The on-vehicle AC generator according to claim 1, wherein said stator winding is aligned at the coil end portions.

8. The on-vehicle AC generator according to claim 1, wherein the end portion of said stator iron core is filled with a larger amount of insulating resin radially than said coil end portions.

9. The on-vehicle AC generator according to claim 1, wherein a smaller amount of rustproof coating is applied to a fitting and supporting portion of said stator iron core with said case than the other portion.

10. The on-vehicle AC generator according to claim 1, wherein the fitting and supporting portion of said stator iron core with said case is more cut by machining than the other portion.

11. The on-vehicle AC generator according to claim 1, wherein a wall made of other material is provided at an inner circumferential portion of said coil end portions.

12. The on-vehicle AC generator according to claim 1, wherein said insulating resin having adhesive properties possesses 400-800 pas of coefficient of viscosity and not less than 2.0 w/mk of thermal conductivity.